



Agency Priority Goal | Action Plan | FY 2022 – Q2

Roadway Safety

Goal Leaders



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Goal Overview

Goal statement

- **Reduce roadway-related fatalities.** By September 30, 2023, the Department will reduce the rate of motor vehicle fatalities from 1.36 per 100 million vehicle miles traveled (VMT) as of October 1, 2021, to 1.22 per 100 million VMT.

Problem to Be Solved

Roadway Safety Trends

Increased roadway fatalities from 2019 to 2020: With the release of the [Overview of Motor Vehicle Crashes in 2020](#) report in March 2022, U.S. Transportation Secretary Pete Buttigieg stated, “The rising fatalities on our roadways are a national crisis; we cannot and must not accept these deaths as inevitable. People should leave the house and know they’re going to get to their destination safely, and with the resources from the Bipartisan Infrastructure Law, plus the policies in the National Roadway Safety Strategy we launched last month, we will do everything we can to save lives on America’s roads.”¹

Almost 95 percent of our Nation’s transportation deaths occur on America’s streets, roads, and highways, and they are on the rise.² In 2020, 38,824 people were killed in motor vehicle traffic crashes on U.S. roadways. This is the largest number of fatalities since 2007. It also represents a 6.8 percent increase from 36,355 fatalities in 2019, or 2,469 more people killed in traffic crashes in 2020. The fatality rate per 100 million vehicle miles traveled (VMT) increased by 21 percent, from 1.11 in 2019 to 1.34 in 2020, which is the largest percentage increase since DOT began keeping records in 1975.³

¹ <https://www.nhtsa.gov/press-releases/2020-traffic-crash-data-fatalities>

² [National Roadway Safety Strategy \(transportation.gov\)](#)

³ <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813266>

38,824 people died on U.S. roads in 2020.

Fatalities compared to 2019:

↑6.8% overall	↑14% unrestrained passenger vehicle occupants
↑21% rate per 100 million VMT	↑21% ejected passenger vehicle occupants
↑14% in alcohol-impaired-driving crashes	↑9.4% in single-vehicle crashes
↑17% in speeding-related crashes	↑8.5% in urban areas
↑11% motorcyclists	↑12% during nighttime
↑3.9% pedestrians	↑9.5% during weekend

Sources: FARS 2019 Final File, 2020 ARF; VMT – FHWA's Annual Highway Statistics

Fatalities projected to increase in 2021: NHTSA projects that an estimated 31,720 people died in motor vehicle traffic crashes from January through September 2021⁴, an increase of approximately 12 percent from the 28,325 fatalities projected for the first nine months of 2020. This projection represents the highest number of fatalities during the first nine months of any year since 2006 and the highest percentage increase during any first nine months in DOT's record keeping, starting in 1975. Additionally, the Federal Highway Administration reports that VMT in the first nine months of 2021 increased by about 244 billion miles, an 11.7 percent increase from the same period in 2020.

Risky roadway behavior trends must be reversed: Early Calendar Year (CY) 2021 estimates suggest that the risky driving behaviors identified by Department of Transportation in 2020 are continuing, leading to tragic outcomes on our roadways. Some of the drivers who remained on the roads throughout the pandemic have engaged in riskier driving behavior, including speeding, failing to wear seat belts, and driving under the influence of alcohol or other drugs⁵.

⁴ <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813240>

⁵ <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813266>

NHTSA, FHWA, and FMCSA are leading the effort to significantly reduce serious injuries and deaths on the Nation's roadways as they work toward the Department's ambitious long-term goal of reaching zero roadway fatalities. In January 2022, DOT released the Safe System Approach-centered [National Roadway Safety Strategy \(NRSS\)](#), which describes the major actions the Department will take over the next few years to work with partners in every sector to address this crisis.

Roadway Fatalities by Type

Passenger vehicles: Passenger vehicles include cars and light trucks and represent more than 90 percent of the vehicle fleet in the United States. Overall, passenger car occupant fatalities increased 9 percent in 2020 compared to 2019, and the increase in risky driving behaviors contributed significantly to those tragic outcomes continued in the first three quarters of 2021⁶. For example, 23 percent of the 23,824 passenger vehicle occupants killed in 2020 were ejected from the vehicles, and 90 percent of those ejected, a 21 percent increase over 2019, were unrestrained.⁷ This is in stark contrast to overall seat belt usage, which was estimated to be 90 percent in 2021.⁸

Large trucks and buses: DOT estimates there were 5,601 fatalities in crashes involving a large truck in CY 2021.⁹ In CY 2021, the percentage of large truck fatalities increased by more than 13 percent (636) from 2020 (4,965 fatalities). There were an estimated 5,125 fatalities (13.2% of

⁶ <https://www.nhtsa.gov/press-releases/traffic-fatalities-estimates-jan-sept-2021#:~:text=The%20fatality%20rate%20for%20the,2021%20declined%20compared%20to%202020>.

⁷ Among passenger vehicle occupant fatalities in traffic crashes when restraint use was known.

⁸ <https://www.nhtsa.gov/risky-driving/seat-belts>

⁹ <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813298>.

total fatalities) in crashes involving a large truck or bus, resulting in a fatality rate of 0.177 per 100 million VMT in CY 2020. The large truck or bus fatality rate increased from CY 2019 (0.162) to CY 2020 (0.177). The higher fatality rate, despite the reduction in actual large truck and bus fatalities, is a result of a lower overall VMT, which includes the number of miles traveled by privately owned vehicles. Some obstacles to a larger decrease in fatal crashes involving a large truck or bus include poor safety performance by high-risk carriers and other contributing factors such as unsafe speed, impaired, fatigued, distracted and unqualified drivers; the absence of safer design for places where pedestrians and pedal-cyclists intersect with large trucks and buses; and inadequate use of protection (e.g., safety belts, motorcycle helmets, car seats, etc.).

Motorcycles: The motorcycle fatality rate, which is measured by the number of motorcycle fatality riders per 100,000 motorcycle registrations, includes the fatalities of riders of registered scooters, minibikes, and mopeds, in addition to motorcycles. Motorcyclists represent 14 percent of all in vehicle fatalities, which are affected by contributing factors such as speed and impaired driving. In 2020, there were 5,579 motorcyclist fatalities, an increase of 11 percent over FY 2019 (highest number since first data collection in 1975).

Non-occupants: Non-occupants, who are the most vulnerable road users, face increased risk in crashes because they do not have the protections provided by vehicles. The proportion of people killed “outside the vehicle” (pedestrians, pedalcyclists, and other non-occupants) has increased from a low of 20 percent of roadway fatalities in 1996 to a high of 34 percent in 2020. In 2020, 6,272 pedestrians were killed in traffic crashes in the United States, which equates to an average of a pedestrian being killed every 81 minutes in a traffic crash. Additionally, 859 pedalcyclists were killed in traffic crashes in the United States in 2020.

What Success Looks Like

As detailed in the Department's recently published [National Roadway Safety Strategy](#) (NRSS), DOT is taking substantial, comprehensive action to work with our partners from every sector to significantly reduce serious and fatal injuries on the Nation's roadways and help build a transportation system safe for all people. The short-term goal is reducing the rate of motor vehicle fatalities from 1.36 per 100 million VMT as of October 1, 2021, to 1.22 per 100 million by 2023. The long-term goal is zero fatalities on our roadways. Americans deserve to travel safely in their communities. Humans make mistakes, and as good stewards of the transportation system, we should have in place the safeguards to prevent those mistakes from being fatal. Zero is the only acceptable vision for number of deaths and serious injuries on our roadways.

Our success depends on ensuring that safety is considered and incorporated when all roads are designed and built. This means advancing the Safe System Approach to address safer roads, safer speeds, safer vehicles, safer road users, and better post-crash care. To achieve safer roads and speeds, we will work with agencies to help them routinely prioritize safety across all types of roadway projects. We will also use a data-driven approach to develop and disseminate safety countermeasures, and continually improving our understanding of data to address disparities in fatalities and serious injuries.

Another critical step to achieving safer roadways is employing strategies to improve the safety of the commercial motor vehicles that transport goods and carry thousands of passengers locally and across the country every day.¹⁰ This involves mitigating risks and encouraging behavior change, emphasizing a data-driven systemic safety approach, enhancing standards and programs, and evaluating effectiveness. DOT seeks to address human behaviors (e.g.,

¹⁰ [National Roadway Safety Strategy \(transportation.gov\)](#)

distracted and impaired driving, seat belt usage, and speeding) that negatively affect safety and will use safety data compilation and analysis to help guide its decisions.

DOT is hard at work implementing the recently enacted Bipartisan Infrastructure Law (“BIL” or the Infrastructure Investment and Jobs Act), which provides a once in a lifetime generational investment in America’s transportation network, including important safety funding, programs, and policy objectives described in the planned NRSS safety actions.

Goal Targets

Achievement statement		Key indicator(s)	Quantify progress			Frequency
By...	We will...	Name of indicator	Target value	Starting value*	Current value***	Update cycle
9/30/23	reduce the rate of roadway fatalities from 1.36 per 100 million vehicle miles traveled (VMT) as of October 1, 2021, to 1.22 per 100 million VMT.	Roadway Fatalities per 100 Million VMT (NHTSA, FHWA, FMCSA)	1.22	1.36	1.34	Yearly
		Passenger Vehicle Occupant Fatalities per 100 Million VMT** (NHTSA, FHWA, FMCSA)	0.75	00.82	0.82	Yearly
		Large Truck and Bus Fatalities per 100 Million VMT** (NHTSA, FHWA, FMCSA)	0.114	0.162	0.177	Yearly
		Non-Occupant (Pedestrian/Pedalcyclist/Other Non-occupant) Fatalities per 100,000 Population** (NHTSA, FHWA, FMCSA)	2.13	2.34	2.34	Yearly
		Motorcycle Fatalities per 100,000 Motorcycle Registrations** (NHTSA, FHWA, FMCSA)	61.2	67.08	67.08	Yearly

*As of October 1, 2021.

**Subcomponents of roadway fatalities.

***Updated as of March 2, 2022.

Goal Team

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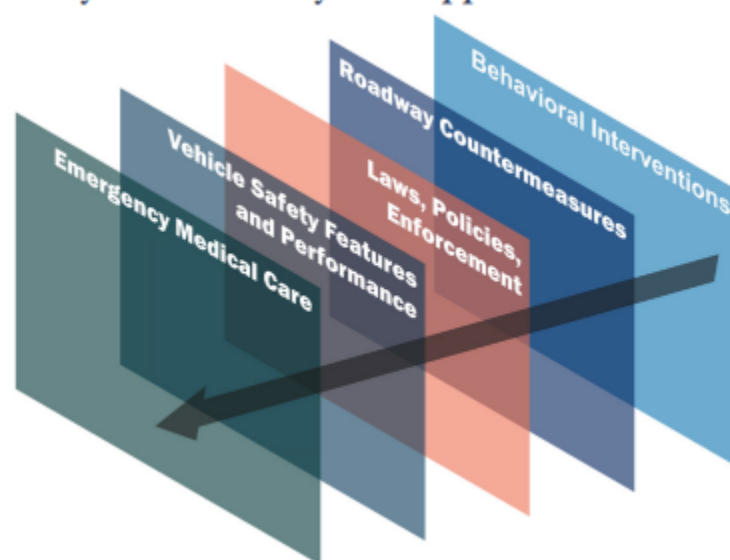
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Goal Strategies

With the release of the NRSS in January 2022, U.S. DOT adopted the Safe System Approach (SSA) as the guiding paradigm to address roadway safety.¹¹ This approach acknowledges both human mistakes and human vulnerability and designs a redundant system to protect everyone. For both the NRSS and the Department's ongoing safety programs, U.S. DOT recognizes the Safe System Approach as encompassing all the roadway safety interventions required to achieve the goal of zero fatalities, including safety programs focused on infrastructure, human behavior, responsible oversight of the vehicle and transportation industry, and emergency response. The figure below illustrates the importance of the Safe Systems Approach to roadway safety.

All layers of a Safe System Approach are critical.



¹¹ <https://www.transportation.gov/sites/dot.gov/files/2022-02/USDOT-National-Roadway-Safety-Strategy.pdf>, p. 6

The purpose of the NRSS and its adoption of the Safe System Approach is to address contributing factors from all angles and build layers of prevention, protection, and mitigation. Implementation of the NRSS will be arranged around five complementary objectives corresponding to the Safe System Approach elements:

1. Safer People: Encourage safe, responsible behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.
2. Safer Roads: Design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.
3. Safer Vehicles: Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.
4. Safer Speeds: Promote safer speeds in all roadway environments through a combination of thoughtful, context-appropriate roadway design, targeted education and outreach campaigns, and enforcement.
5. Post-Crash Care: Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.

Addressing each of these areas is critical, as their impact can be complementary and build redundancy. We are focused on successfully implementing the NRSS, including the wide range of BIL safety programs.

NHTSA, FHWA, and FMCSA lead the Department's efforts to reduce serious and fatal injuries on the Nation's roadways. The following provides additional detail on DOT's roadway safety goal strategies.

NHTSA

Implementing BIL: Implementing BIL is a key priority of NHTSA. BIL contains numerous programs and actions related to addressing traffic safety, including enhancing crash data collection, providing additional formula funds for States to address their critical safety concerns including vulnerable road users, and advancing vehicle safety through rulemaking that provides consumers with valuable vehicle safety information.

Taking a Holistic Approach: NHTSA remains focused on achieving its mission through stakeholder outreach, facilitating widespread distribution of proven countermeasures, high visibility enforcement campaigns, advancing vehicle safety through robust vehicle safety compliance and enforcement activities, conducting behavioral and vehicle safety research, issuing safety rulemakings, and ensuring the safe deployment of advanced vehicle technologies, including automated driving systems.

FHWA

Implementing BIL: The priority for FHWA is the successful implementation of the new Bipartisan Infrastructure Law. The continuation of improvements to FHWA's core safety program, the Highway Safety Improvement Program (HSIP), and numerous other safety enhancements within the law, are driving our efforts. This will include pursuing updates to the HSIP regulation in 23 CFR Part 924 and the Transportation Performance Management (TPM) regulation under 23 CFR

490 to reflect safety advances, and ensuring safety is a priority in our implementation of new and revised BIL formula and discretionary grant programs.

Advancing the Safe System Approach (SSA): FHWA will continue its steadfast efforts to implement the SSA by helping advance demonstration projects; integrating the SSA in State Strategic Highway Safety Plans; training on the Safe System Framework Assessment for Intersections; presenting internally and externally; delivering new materials; and ensuring international collaboration and deployment of global noteworthy practices in the United States.

Supporting Complete Streets Implementation: Complete Streets are integral to the SSA, focusing on consistently designing safe roads for safe speeds. FHWA is focused on supporting transportation agencies as they plan, design, and operate streets and networks that prioritize safety, comfort, and connectivity to destinations for all people who use the street network. We are reviewing our own policies, rules, and procedures to identify changes we can make to improve safety for all users in all aspects of our work. We are creating new resources and providing technical assistance for State and local transportation agencies that are implementing a Complete Streets design model and administering new BIL formula and discretionary funds.

Advancing the Focused Approach to Safety (FAS) Program¹²: The FAS Program includes 15 States and Puerto Rico that together account for roughly half of nationwide road fatalities. They will receive technical assistance resources to address the most common types of crashes that result in fatalities (roadway departures, intersection crashes, and pedestrian/bicycle crashes). Addressing speed is a priority within each of the focus areas.

Promoting Proven Safety Countermeasures: FHWA will actively promote nine new [Proven Safety Countermeasures](#), which are road design elements that are proven to make roads safer

¹² For more information on this program, please visit: <https://safety.fhwa.dot.gov/fas/>

for all users but are underutilized. The new [Proven Safety Countermeasures](#) supported by FHWA are: rectangular rapid flashing beacons, crosswalk visibility enhancements, bicycle lanes, lighting, pavement friction management, wider edge lines, variable speed limits, appropriate speed limit setting for all road users, and speed safety cameras. With these additions, there are now a total of 28 [Proven Safety Countermeasures](#).

Promoting Equity by Addressing Disparities in Safety: Available data indicate there are racial disparities in the number of people killed in roadway crashes. These inequities are systemic issues attributed to historic disinvestment and inequitable decision-making in planning, design, maintenance, and operations of roadways in underserved communities. To address this, FHWA is currently developing safety-related resources including a multi-office Equity in Safety Working Group to ensure the sharing of information and best practices that address demographic disparities in safety funding, planning, design, and operations. FHWA also will continue its focus on rural communities through the National Center for Excellence for Rural Road Safety.

FMCSA

Implementing BIL: Implementing BIL is a key priority for FMCSA. BIL contains a number of initiatives that address commercial motor vehicle safety. These efforts include executing increased grant funding for safety partners, new training grant program for state and local organizations, advisory boards to support increased driver retention and safety, and a safe driver apprenticeship pilot program.

Implementing the National Roadway Safety Strategy (NRSS): In carrying out its safety mandate, FMCSA embraces and plays a vital role in the NRSS. The NRSS sets a vision of zero

fatalities on our nation's roadways. FMCSA plans to develop and implement data-driven regulations that prioritize safety; enforce safety regulations focusing on motor carriers that exhibit safety risks; target educational messages to carriers, commercial drivers, and the traveling public; and work in partnership with other Federal, State, Territorial, and local government agencies, the motor carrier industry, and safety groups to identify and implement strategies to reduce bus- and truck-related crashes.

Conducting the Large Truck Crash Causal Factors Study (LTCCFS): FMCSA will carry out a LTCCFS so the agency can improve its understanding of the driver, vehicle, and roadway factors that contribute to large truck crashes. The LTCCFS expands upon an initial study that was completed in FY 2003. Since then, there have been many changes in industry technology, vehicle safety, driver behavior, and roadway design. This new study will provide valuable insights into the factors contributing to the increase in large truck crashes since FY 2009.

Administering the Drug and Alcohol Clearinghouse: The NRSS emphasizes that safe behavior among professional drivers is also critical, particularly given their time on the road and the size and weight of commercial motor vehicles. This includes a focus on behavioral safety, such as drug and alcohol testing to address use and impairment offenses by commercial driver's license (CDL) holders. FMCSA administers the [Drug and Alcohol Clearinghouse](#) to track CDL holders who have verified positive test results for controlled substances and/or alcohol or who have refused to submit to testing. This information is shared only with authorized users. FMCSA will implement a final rule requiring State Driver Licensing Agencies to use information obtained through the Drug and Alcohol Clearinghouse and take licensing actions against commercial drivers who have drug or alcohol violations in the system and have not been cleared to return to duty.

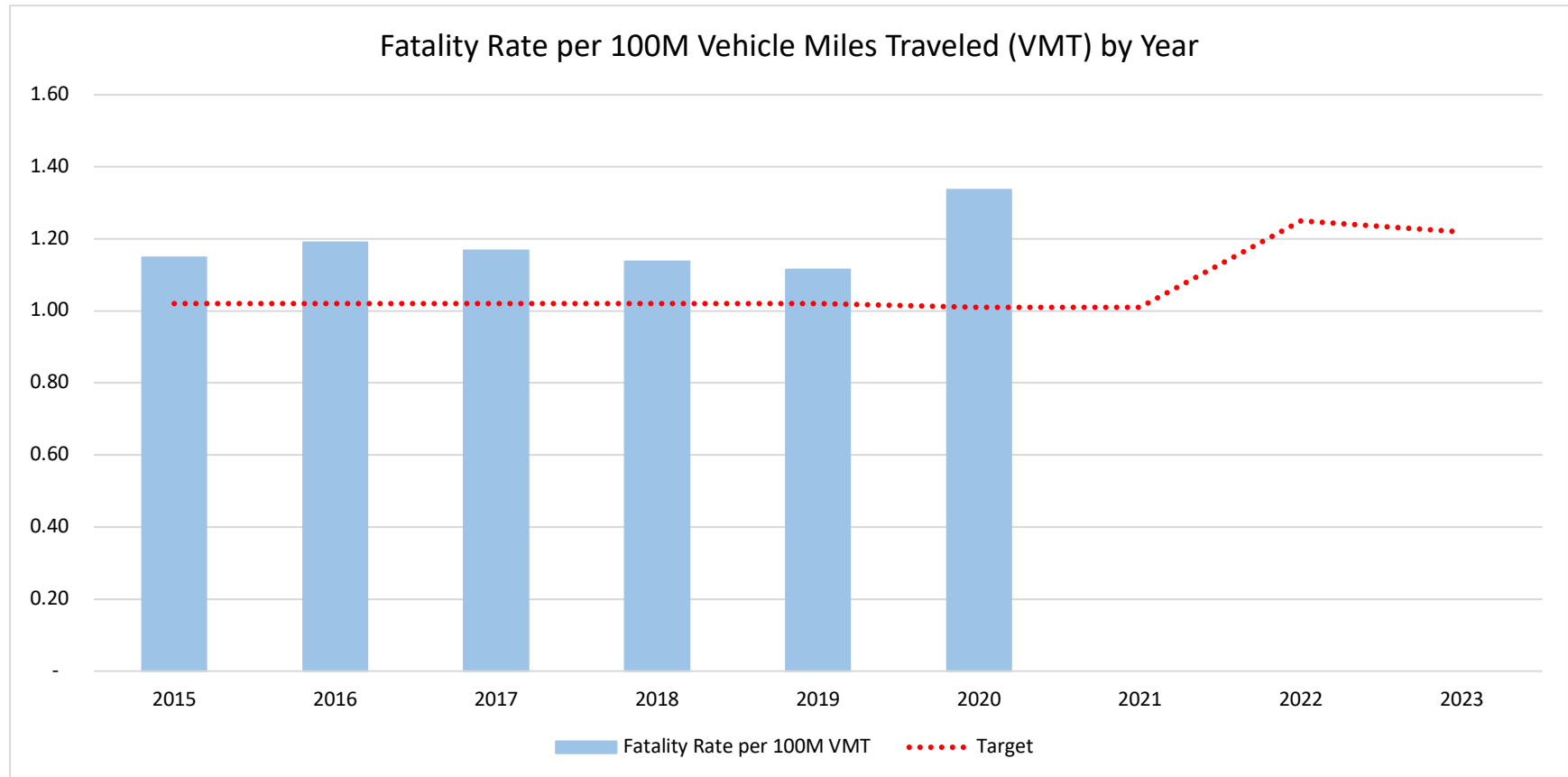
Implementing Electronic Exchange: FMCSA will implement the July 2021 final rule requiring State Driver Licensing Agencies (SDLAs) to develop systems for the electronic exchange of driver history record information. SDLAs will be able to improve accuracy of CDL driver records and to evaluate additional opportunities to use these more accurate records to identify and take unsafe drivers off the road more expeditiously.

Increasing Risk Based Investigations and New Entrant Safety Audits: FMCSA, through State and Local partnerships, will equitably increase commercial motor vehicle highly visible traffic enforcement against risky driver behavior focused on high crash locations, increase investigations on carriers demonstrating the riskiest behaviors and increase safety audits of [new entrants](#) into the motor carrier industry.

Implementing CMV Seat Belt Campaign: FMCSA will aim to combat reasons drivers are not using seat belts by emphasizing their importance, providing persuasive, factual messaging as well as emotionally appealing personal stories. This [awareness campaign](#) branded *Our Roads, Our Safety*, will be driven by findings from a literature review, primary qualitative research, and a partner information session.

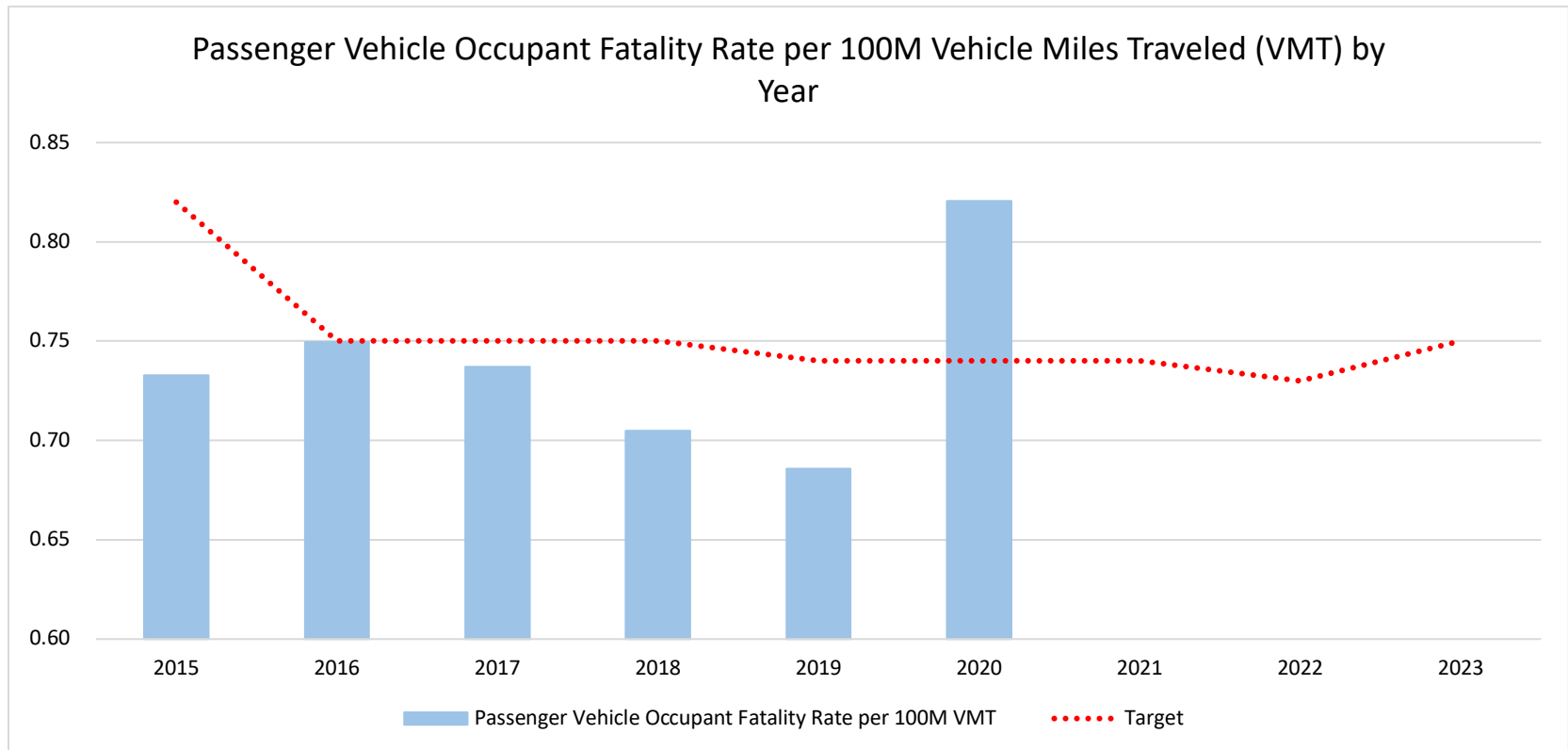
Key Indicators (Roadway Fatality Trends)

Roadway Fatalities per 100 Million VMT



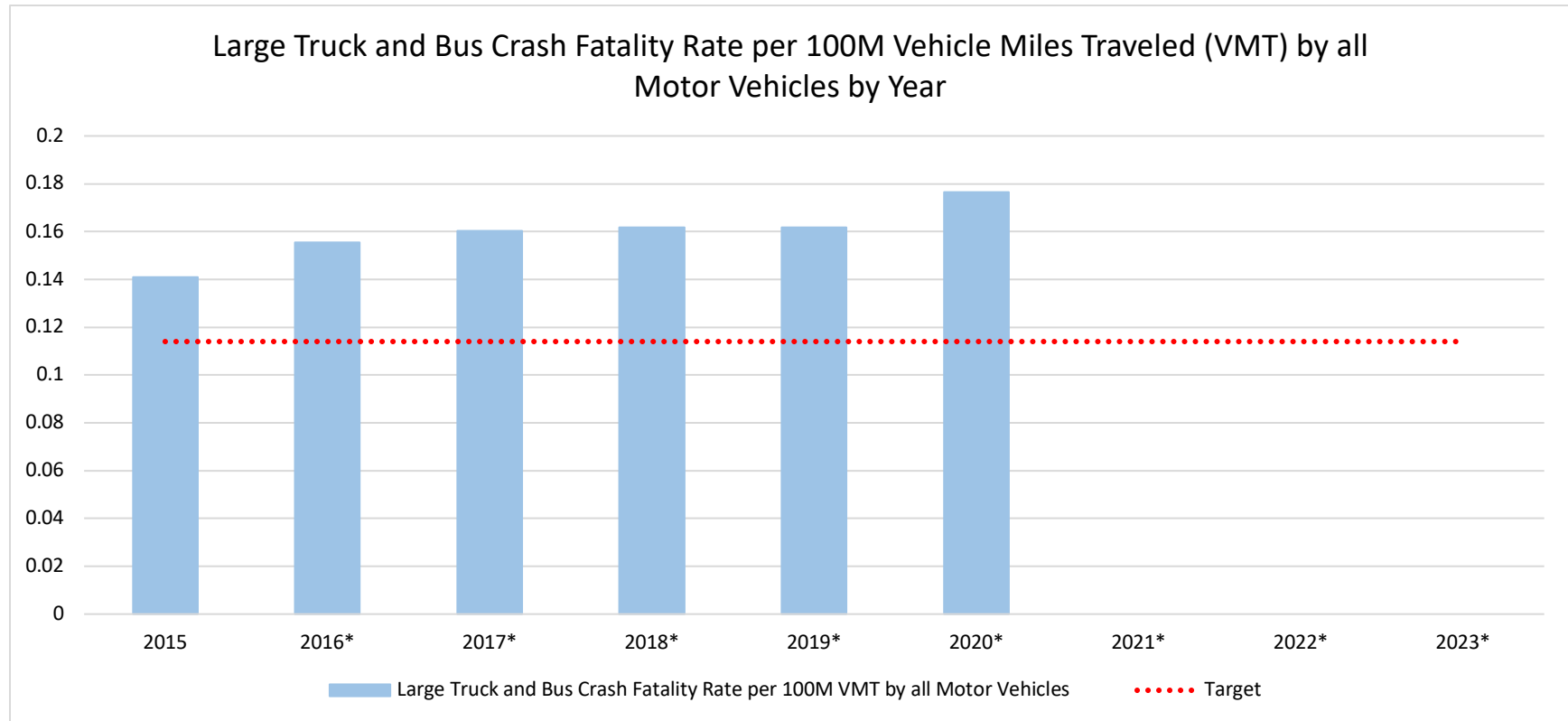
Key Indicators (Roadway Fatality Trends)

Passenger Vehicle Occupant Fatalities per 100 Million VMT



Key Indicators (Roadway Fatality Trends)

Large Truck and Bus Fatalities per 100 Million VMT

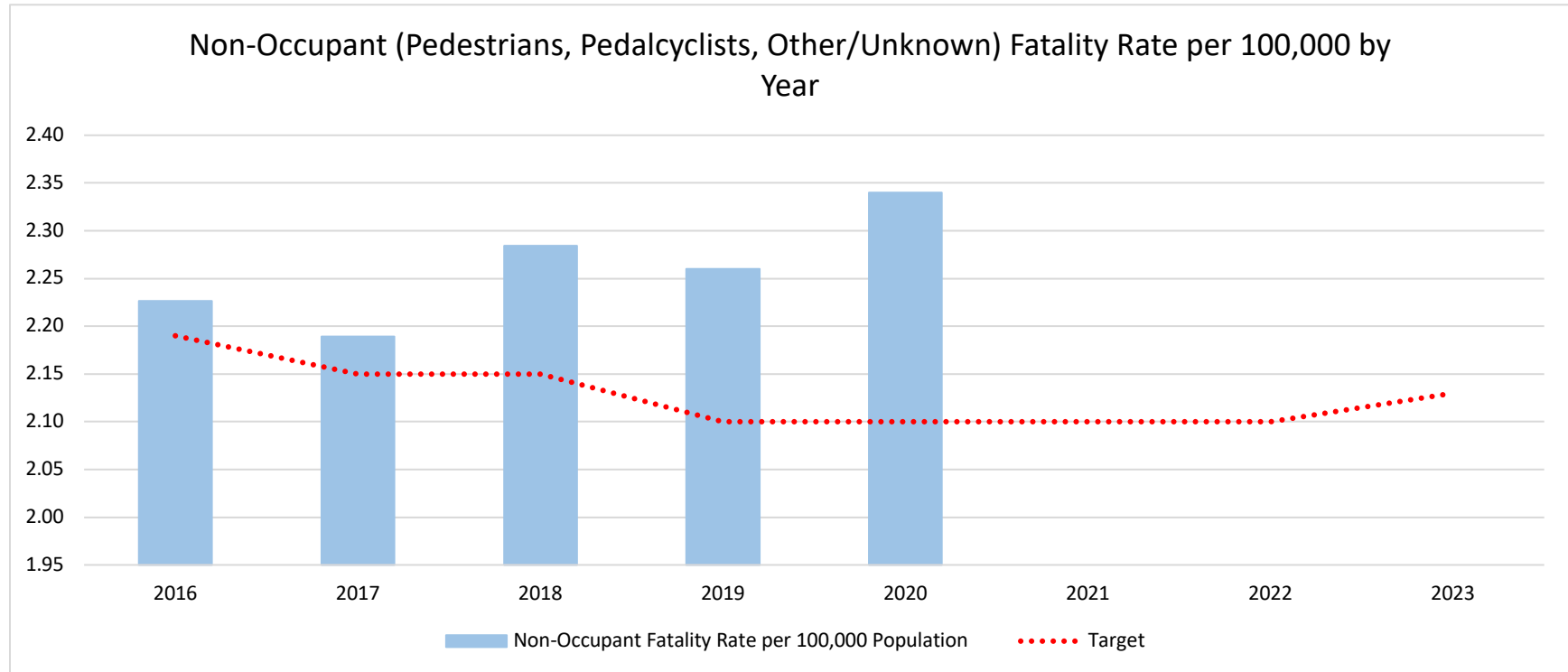


*Beginning with data for 2016, the National Highway Traffic Safety Administration (NHTSA) implemented changes to revise vehicle classification based on gross vehicle weight rating (GVWR), which reclassified 329 light pickup trucks as large trucks. Due to this methodology change, comparisons of the 2016 (and later) Fatality Analysis Reporting System (FARS) large truck data with prior years should be performed with caution.

Notes: A large truck is defined as a truck with a GVWR greater than 10,000 pounds. A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver. Rates are calculated on the basis of vehicle miles traveled by all motor vehicles (large trucks, buses, passenger vehicles, and motorcycles). The Federal Highway Administration (FHWA) implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled (VMT) by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years.

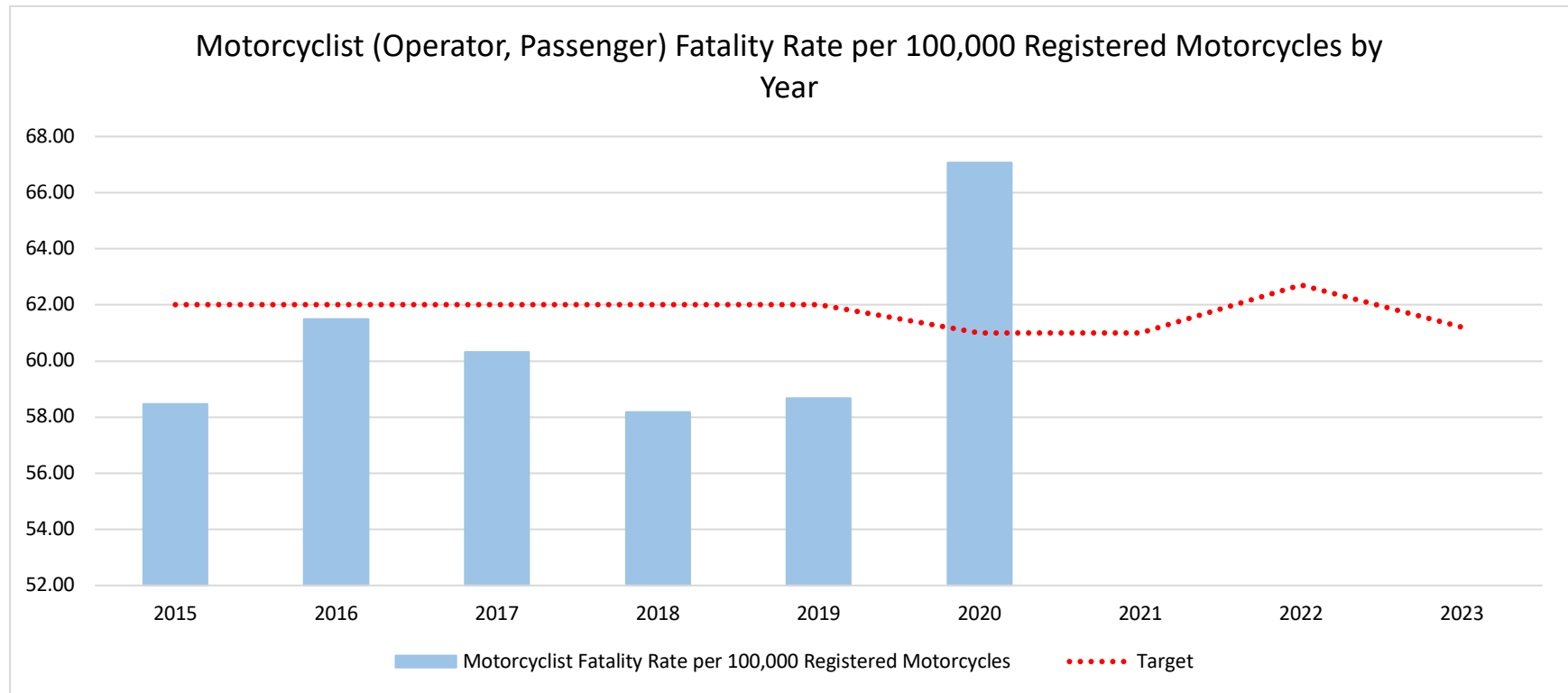
Key Indicators (Roadway Fatality Trends)

Non-Occupant (Pedestrian/Pedalcyclist/Other Non-occupant) Fatalities per 100,000 Population



Key Indicators (Roadway Fatality Trends)

Motorcycle Fatalities per 100,000 Motorcycle Registrations



Key Milestones (NHTSA)

NHTSA continues to implement the BIL and the NRSS. BIL contains numerous programs and actions that improve traffic safety, including enhancing crash data collection, providing additional formula funds for States to address their critical safety concerns, including vulnerable road users, and advancing vehicle safety through rulemaking that provides consumers with valuable vehicle safety information.

NHTSA remains focused on achieving its mission *to save lives, prevent injuries, and reduce economic costs due to road traffic crashes through education, research, safety standards, enforcement, and stakeholder outreach*. NHTSA is facilitating widespread distribution of proven countermeasures, high visibility enforcement campaigns, robust vehicle safety compliance, behavioral and vehicle safety research, safety rulemakings, and the safe deployment of advanced vehicle technologies, including automated driving systems.

Milestone Summary				
Key Milestone	Milestone Due Date	Milestone Status	Change from last quarter	Comments
In FY 2022, launch a \$7.5M grant program, pursuant to BIL, to increase consumer awareness of open vehicle safety recalls.	FY 2022 Q4	On-Track	The Notice of Funding Opportunity forthcoming	Grants will support States to develop a methodology for determining open recalls on motor vehicles, informing owners and lessees of the open recalls at the time of registration, and evaluating through the analysis of completed recalls the performance of the notification program.
New Car Assessment Program (NCAP) provides vehicle safety ratings and advanced crash avoidance technologies information to consumers to assist them in vehicle purchasing decisions. The program also encourages vehicle safety improvements through market forces.	FY 2022 Q4	On-Track	Issued Request for Comment	On March 9, 2022, NHTSA issued a request for comment on proposed significant upgrades to NCAP , first, by proposing to add four more ADAS technologies to those NHTSA currently recommends. The new technologies are blind spot detection, blind spot intervention, lane keeping support, and pedestrian automatic emergency braking. The comment period has been extended to June 8, 2022. NHTSA is on target to achieve several NRSS activities with this action.
In FY 2022, award a cooperative agreement to support the NHTSA Behavioral Traffic Safety Cooperative Research Program.	FY 2022 Q3	On-Track	Final Award Pending	This program will fund research and evaluation projects selected to investigate and assess practical solutions and countermeasures that are ready-to-use for traffic safety and highway safety professionals in public and private sectors. As mandated by Congress, this agreement will be funded at \$3.5M annually, totaling \$17.5M over the five-year authorization period. NHTSA's cooperative agreement with the Governors Highway Safety Association (GHSA) will continue the administration of the program, currently executed by the

				Transportation Research Board under contract with GHSA. For more information, visit https://www.trb.org/BTSCRP/BTSCRP.aspx .
Cooperative Grant for research on technologies for alcohol detection to prevent impaired driving via the Driver Alcohol Detection System for Safety	FY 2022 Q4	On-Track	Research ongoing	<p>Cooperative agreement in place with Automotive Coalition for Traffic Safety (ACTS), an organization of manufacturers whose members account for the majority of new light vehicle sales in the U.S. market.</p> <p>Completed and submitted Reference Design Package and Specification Sheet for Generation 3.3 breath sensor.</p> <p>Ongoing verification and validation testing of current generation breath sensors both in lab and on-road, and development of next-generation 4.0 breath sensors.</p> <p>Continued research and development of touch sensor, with the goal of a 4-laser benchtop prototype completed by late 2022 and initial demo vehicle installation by early to mid-2023.</p> <p>Human subject testing continues to ramp back up towards pre-pandemic levels.</p>
Issue NHTSA's Formula Grant Implementing Final Rule (as required by BIL)	FY 2023 Q1	On track	Issued Request for Comment. Held 3 public meetings	<p>In May 2022, NHTSA held 3 public meetings and issued a request for comment to obtain stakeholder input.</p> <p>Pending Spring 2022 Regulatory Agenda: NPRM planned for September 2022</p> <p>Final rule planned for December 2022/January 2023.</p>

Key Milestones (FHWA)

Milestone Summary				
Key Milestone	Milestone Due Date	Milestone Status	Change from last quarter	Comments
Focused Approach to Safety Roll-out	FY 2022 Q1	Complete	NA	Provided outreach and extensive technical assistance to 15 States and Puerto Rico, which together account for roughly half of nationwide road fatalities, to address the most common types of crashes that result in fatalities.
Proven Safety Countermeasures (PSC) Roll-out	FY 2022 Q1	Complete	NA	Promoted nine new Proven Safety Countermeasures, which are road design elements that are proven to make roads safer for all users but that are underutilized, including by communicating with stakeholders virtually and in-person. Held internal and external outreach webinars on 10/21/21 and 11/22/21 on new PSCs and updates to existing PSCs.
Stand-up Equity in Safety Workgroup	FY 2022 Q1	Complete	NA	Reviewed equity in safety activities to further integrate equity into safety products and develop new content to promote knowledge and capacity to address disparities in traffic fatalities and serious injuries.
Complete Streets Report to Congress	FY 2022 Q2	Complete	NA	Report submitted to Congress in March 2022, including findings of an internal review to identify rules, policies, and procedures that are barriers to prioritizing safety for all users.
Highway Safety Improvement Program (HSIP) Regulation (NPRM)	FY 2022 Q3	On-Track	NA	Update HSIP regulations to incorporate the Safe System approach, focus on the safety of all road users, improve evaluation practices, and streamline reporting, as published in the fall 2021 regulatory agenda (RIN 2125-AG07), and to implement changes to the program made by the BIL.
Transportation Performance Management (TPM) Regulation (NPRM)	FY 2022 Q3	On-Track	NA	Update TPM regulations to provide greater opportunities for meaningful safety performance targets and outcomes, consider approaches to

				capturing non-motorized system use and safety, and provide for more consistent target setting and data collection practices, as published in the fall 2021 regulatory agenda (RIN 2125-AG06) and to implement changes to the program made by the BIL.
Vulnerable Road User (VRU) Safety Assessments	FY 2023 Q1	On-Track	NA	Held external stakeholder listening session on March 28, 2022. Developing guidance to help States implement the BIL requirement to conduct VRU safety assessments, and intend to issue guidance by November 15, 2022, as required by the BIL.
Safe System Approach Noteworthy Practices	FY 2022 Q4	On-Track	NA	Develop several resources highlighting noteworthy practices by State DOTs and Vision Zero cities.
Complete Streets Technical Assistance	FY 2022 Q2 - Q4	On-Track	NA	Create new resources and provide technical assistance for State and local transportation agencies that are implementing a Complete Streets design model and administering new BIL formula and discretionary funds. Published a Complete Streets web portal to support practitioners and agencies in implementing Complete Streets and will add new resources regularly.
Safe System Demonstrations	FY 2022 Q4	On-Track	NA	Finalize the draft Safe System solutions and alignment framework that will be used for the Safe System pilot demonstration projects. Hosting kick-off meetings with the State, regional, and local agencies to schedule the workshop and pilot.
Integrating Safe System Approach into Strategic Highway Safety Plans (SHSPs)	FY 2022 Q4	On-Track	NA	Prepare a draft Guide for State DOTs on Safe System approaches to consider when updating their SHSPs.
Equity in Safety activities based upon workgroup recommendations	FY 2022 Q4	On-Track	NA	Facilitate a peer exchange with five Vision Zero cities (New York City, Los Angeles, Chicago, Philadelphia, and Houston) on integrating equity into their Vision Zero programs. Develop equity in safety products.

Key Milestones (FMCSA)

To reduce roadway related fatalities, FMCSA is implementing a number of BIL and NRSS safety initiatives to include: increasing risk-based investigations and new entrant safety audits; establishing high level requirements for the Large Truck Crash Causal Factors Study; developing a CMV seat belt campaign; and collaborating with States to implement two final rules regarding the sharing of CMV driver information.

Milestone Summary					
Key Milestone	Milestone Due Date	Milestone Status	Change from last quarter	Owner	Comments
Establish Drug and Alcohol Clearinghouse SDLA Resource Webpage	FY 2022 Q3	On-Track	N/A	Office of Safety	Making progress on establishing SDLA Resource Webpage that provides educational materials, Frequently Asked Questions (FAQ), technical specifications, and encourages CDLPI grant applications for State information system changes
Complete Large Truck Crash Casual Factor Study (LTCCFS) Analysis of Alternatives	FY 2022 Q4	On-Track	Concept of Analysis Alternatives Completed	Office of Research	FMCSA has completed the Concept Analysis of Alternatives
High Risk Carrier Investigations completed within 90 days	FY 2022 Q4	On-Track	Increased	Office of Safety	79 percent of high-risk carrier investigations completed within 90 days in Q2 (77% in Q1).
Conduct 5% more New Entrant Safety Audits in FY22	FY 2022 Q4	On Track	Increased	Office of Safety	Conducted 13,789 New Entrant Safety Audits in the 2 nd Quarter of 2022 (13,307 in Q1)
Launch the CMV Safety Belt Campaign	FY 2022 Q3	On Track	Initial milestones completed	Office of Communications	Creative concept and Toolkit developed. The Informal partner information session

					and campaign launch are scheduled for late June 2022.
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Narrative—FY 22 Q2

NHTSA

NHTSA continues to implement BIL, and work toward implementing the initiatives outlined in the [NRSS](#). NHTSA completed several important rulemaking activities:

- [Adaptive Driving Beam Headlamps](#) (Final Rule published and effective February 22, 2022). This rule amends NHTSA's lighting standard to permit the certification of adaptive driving beam (ADB) headlamps. ADB headlamps utilize technology that actively modifies a vehicle's headlamp beams to provide more illumination while not glaring other vehicles. The requirements adopted are intended to amend the lighting standard to permit this technology and establish performance requirements for these systems to ensure that they operate safely. ADB has the potential to reduce the risk of crashes by increasing visibility without increasing glare.
- [Make Inoperative Exemptions](#) (Final Rule published and effective March 15, 2022): This final rule amends NHTSA's regulations regarding exemptions to the make inoperative prohibition to accommodate disabilities to include new exemptions relating to the Federal motor vehicle safety standards (FMVSS) for roof crush resistance, rear visibility, and air bags.
- [Occupant Protection for Automated Driving Systems](#) (Final Rule Issued March 30, 2022; Effective September 26, 2022): This final rule amends the occupant protection FMVSSs to account for future vehicles that do not have the traditional manual controls associated with a human driver because they are equipped with Automated Driving Systems (ADS). This final rule makes clear that, despite their innovative designs, vehicles with ADS technology must

continue to provide the same high levels of occupant protection that current passenger vehicles provide.

- [New Car Assessment Program \(NCAP\) Update](#) (Request for Comments; Comments close June 8) On March 9, NHTSA issued a request for comment on a variety of proposed significant upgrades to NCAP. The Agency proposes to add four more ADAS technologies to those NHTSA currently recommends. The new technologies are blind spot detection, blind spot intervention, lane keeping support, and pedestrian automatic emergency braking.

Additionally, in May 2022, NHTSA is launching a technical assistance program to assist States in addressing risky driving behaviors, improve safety among vulnerable road users, promote adoption of the SSA, and improve equity in traffic safety programs. The key components of the strategy include a data deep dive, a SWOT analysis, stakeholder roundtables, promotion of key countermeasure strategies and regional action plans.

Finally, NHTSA is implementing changes to the Highway Safety Grant Program (the annual formula grants to States) in accordance with BIL. In order to ensure that the broadest possible cross-section of stakeholders is engaged from the onset of the process, NHTSA published a [Request for Comments](#) on April 21, 2022, and held three public meetings in May.

FHWA

FHWA is on target in meeting its milestones in support of the Department's goals in the NRSS. The following information includes several of our achievements in key areas.

Implementing BIL: FHWA released two HSIP guidance documents. One clarifies eligibility requirements for the HSIP, while the other provides guidance to support the three HSIP special rules that address high-risk rural roads, older drivers, and vulnerable road user safety. FHWA held a listening session for stakeholder engagement to inform the development of guidance for the new Vulnerable Road User safety assessments required by BIL.

Advancing the Safe System Approach: FHWA is advancing a number of projects and programs to support the implementation of the SSA and the NRSS, including noteworthy practices, a report that explores applying the Safe System Approach to transportation planning, design, and operations in the United States; a comparison of the Australian Safe System Assessment Framework with the United States Road Assessment Program (usRAP); and development of a comprehensive resource for practitioners interested in implementing a Safe System Approach to prioritize safety in the Urban Core. FHWA is also continuing to educate Agency staff on the Safe System Approach.

Supporting Complete Streets Implementation: FHWA has submitted a requested report to Congress, “Moving to a Complete Streets Design Model,” in which FHWA describes five opportunity areas and accompanying challenges in revising its policies, regulations, processes, and practices to make it easier for State and local agencies to plan and build Complete Streets. The findings in this report are serving as a roadmap for technical assistance, research, and other projects to support Complete Streets implementation.

Advancing the Focused Approach to Safety (FAS) Program¹³: FHWA provided extensive support in its three [Focused Approach to Safety](https://safety.fhwa.dot.gov/fas/) (FAS) areas – roadway departure, intersection

¹³ For more information on this program, please visit: <https://safety.fhwa.dot.gov/fas/>

crashes, and pedestrian and bicycle crashes - and rolled out the updated FAS to 15 States and Puerto Rico. The Agency also held discussions with and provided technical assistance to State DOTs. This included holding kickoff meetings with the six States focusing on intersections, delivering Complete Streets and Safe System Approach training to three of these States, and working with four of the States to complete intersection safety self-assessments. For States focusing on pedestrian and bicycle crashes, FHWA also provided technical assistance to eight States, Puerto Rico, and several metropolitan planning organizations, including through a Complete Streets webinar, and assistance with action planning.

Proven Safety Countermeasures: The FHWA Office of Safety introduced nine new countermeasures to the [Proven Safety Countermeasures](#) initiative (PSCi), including fact sheets on each. FHWA conducted several internal and external webinars, provided technical assistance, updated the PSCi webpages to include new features such as a filter tool and search function to help practitioners identify applicable countermeasures, posted a new video on a new PSC (lighting), and promoted the PSCi in various publications and products.

Promoting Equity in Safety: FHWA is developing an Equity in Safety Primer to help practitioners integrate equity into their everyday work and is also planning a series of internal webinars and presentations. FHWA is also facilitating a peer exchange with five Vision Zero cities (New York City, Los Angeles, Chicago, Philadelphia, and Houston) on integrating equity into their Vision Zero programs.

FMCSA

FMCSA is implementing BIL and NRSS to include risk-based investigations and New Entrant safety audits; establishing high-level requirements for the Large Truck Crash Causal Factors

Study; developing the CMV seat belt campaign and collaborating with State partners to implement two final rules regarding the sharing of CMV driver information.

Drug and Alcohol Clearinghouse: FMCSA is responsible for overseeing the safe operation of commercial trucks and buses. This includes a focus on behavioral safety, such as drug and alcohol testing to address use and impairment offenses by commercial driver's license (CDL) holders. As of April 1, 2022, over 89,650 CDL holders are prohibited from operating CMVs based on drug or alcohol violations reported to FMCSA's Drug and Alcohol Clearinghouse.

A key FMCSA action to Enable Safer People as part of the NRSS is to implement the FMCSA's October 2021 final rule requiring State Driver Licensing Agencies (SDLAs) to access and use information obtained through the FMCSA's Clearinghouse and take licensing actions against commercial drivers who have drugs or alcohol violations in the system and are not cleared to return to duty. The full compliance date for this rule is November 18, 2024, and FMCSA has already begun actively working with the SDLAs to ensure compliance. In FY2022, FMCSA has begun regular information sessions regarding the rule as part of the Agency's quarterly Regional SDLA check-in webinars. Additionally, in the 3rd quarter, FY2022 FMCSA will have established a new SDLA Resources Webpage that provides educational materials, FAQs, technical specifications, and encourages CDLPI grant applications for State information system changes.

Electronic Exchange: The Electronic Exchange final rule was effective August 2021. In fiscal years 2020 and 2021, FMCSA awarded grant funding to the American Association of Motor Vehicle Administrators (AAMVA) to conduct an impact analysis of eliminating the transmission of "paper" convictions, withdrawals, and disqualifications, and to specify Commercial Driver's License Information System (CDLIS) functional enhancements to address the Exclusively Electronic Exchange regulations. During the first two quarters of FY 2022, FMCSA has: (1) Held

regular working meetings with AAMVA and the CDLIS Subcommittee to determine the requirements and scope of the rule, its impact to CDLIS, the needed enhancements, and the next steps. (2) Drafted letters to inform Governors of the upcoming Exclusively Electronic Exchange requirements and to request they work to enact legislation, update their regulations and IT systems, apply for grant funding, and train staff in preparation for implementation. Governor letters are currently in concurrence within the Agency.

Large Truck Crash Causal Factors Study (LTCCFS): The objective of this comprehensive study is to determine most recent causes of, and contributing factors to, crashes that involve large trucks, as well as identify data requirements, data collection procedures, reports, and other measures that can help improve the ability of the States and DOT to evaluate future crashes, monitor crash trends and develop effective safety policies. FMCSA will collaborate with key stakeholders to develop a statistically valid study plan for the LTCCFS during FY 2023 and part of FY 2024, with an expected data collection period of at least 24 months and report development over 12-month period. The Concept of Analysis of Alternatives has been completed in the first 2 quarters of FY2022. Remaining steps for the 3rd and 4th quarter of FY2022 include:

- o Deconstruct high-level requirements.
- o Analyze risk and constraints of requirements and prioritize and refine requirements.
- o Complete the Solution Analysis of Alternatives (by June 2022).
- o Enter Acquisitions Process (estimate by July 2022).

High-Risk Carrier Investigations: FMCSA investigates carriers that, based on roadside performance data and investigation results, pose the greatest safety risk. A carrier is considered high-risk when there has not been an onsite investigation in the previous 18 months and two or

more of the four Behavior Analysis and Safety Improvement Categories are at or above the 90th percentile for two consecutive months. The crash rate for the high-risk carrier group is four times the national average crash rate. FMCSA conducted 2,470 high-risk carrier investigations in FY 2021 and 73 percent of high-risk carrier investigations were completed within 90 days. In the 2nd quarter FY2022, FMCSA completed 79 percent of high-risk carrier investigations within 90 days, conducted 1,404 investigations as of April 2022 and is on track to meet its FY2022 goal. FMCSA will continue to make investigating high-risk carriers a priority throughout and beyond FY 2023.

New Entrants Safety Audits: It is critical that FMCSA identify unsafe carriers early in their operations and require corrective action or revocation of their authority, resulting in safer highways. FMCSA's New Entrant Program monitors motor carriers' compliance with safety regulations for their first 18 months to help carriers operate safely on the nation's roads. Within this program, FMCSA and its State partners assess safety performance by collecting data about carriers through safety audits, roadside inspections, investigations, and crash reports. FMCSA conducted 13,796 New Entrant Safety Audits in the 2nd Quarter of 2022.

The Commercial Motor Vehicle (CMV) Safety Belt Campaign: The CMV Safety Belt Campaign, part of *Our Roads, Our Safety*, aligns with the National Roadway Safety Strategy. The seat belt compliance rate among drivers of commercial motor vehicles is about 86 percent. For passenger vehicles, it is about 90 percent. In 2020, 831 CMV drivers and their passengers were killed in large truck crashes. At least 43% were not wearing seatbelts. The campaign aims to increase CMV drivers' use of their seat belts. The campaign launches in June 2022. In the 2nd quarter, the creative concept and toolkit was developed with input from the *Our Roads, Our Safety* partners. The campaign launches in Q3 to include a mix of advertising through radio,

websites, and social media. Monitoring of the campaign continues in Q4, and a final report will be delivered.

Data Accuracy & Reliability

The [Performance Data Completeness and Reliability Report](#), which is appended to the FY 2021 Annual Performance Report, provides detailed information on the performance indicators contained within this APG Action Plan.

The Performance Data Completeness and Reliability Report provides detailed information regarding the general accuracy, reliability, validity, completeness, and scope of the performance indicators listed below. The table below lists the page numbers of where each supporting performance indicator can be found in the report.

FY 2021 Performance Indicator	Location
Surface Transportation-Related Fatalities per 100 Million VMT	Pg. 41
Passenger Vehicle Occupant Fatalities per 100 Million VMT	Pg. 42
Large Truck and Bus Fatalities per 100 Million VMT	Pg. 43
Non-Occupant (Pedestrian/Pedalcyclist/Other Non-occupant) Fatalities per 100,000 Population	Pg. 43
Motorcycle Fatalities per 100,000 Motorcycle Registrations	Pg. 44

Additional Information (NHTSA)

Contributing Programs

- Highway Safety Research
- Regional Operations and Program Delivery
- Vehicle Safety Research
- Rulemaking
- Enforcement

Organizations

- All NHTSA offices contribute to the roadway safety goal.

Regulations:

- [Adaptive Driving Beam Headlamps](#) (Final Rule effective February 22, 2022). This rule amends NHTSA's lighting standard to permit the certification of adaptive driving beam (ADB) headlamps. ADB headlamps utilize technology that actively modifies a vehicle's headlamp beams to provide more illumination while not glaring other vehicles. The requirements adopted are intended to amend the lighting standard to permit this technology and establish performance requirements for these systems to ensure that they operate safely. ADB has the potential to reduce the risk of crashes by increasing visibility without increasing glare.

- [Replica Vehicles](#) – Final Rule (Final Rule Effective March 9, 2022): This final rule implements an exemption program for replica motor vehicles manufactured or imported by low-volume manufacturers, as set forth in Section 24405 of the Fixing America's Surface Transportation Act (FAST Act).
- [Make Inoperative Exemptions](#) (Final Rule Effective March 15, 2022): This final rule amends NHTSA's regulations regarding exemptions to the make inoperative prohibition to accommodate disabilities to include new exemptions relating to the Federal motor vehicle safety standards (FMVSS) for roof crush resistance, rear visibility, and air bags.
- [Occupant Protection for Automated Driving Systems](#) (Final Rule Issued March 30, 2022; Effective September 26, 2022): This final rule amends the occupant protection FMVSSs to account for future vehicles that do not have the traditional manual controls associated with a human driver because they are equipped with Automated Driving Systems (ADS). This final rule makes clear that, despite their innovative designs, vehicles with ADS technology must continue to provide the same high levels of occupant protection that current passenger vehicles provide.
- [New Car Assessment Program \(NCAP\) Upgrade](#): On March 9, NHTSA issued a request for comment on a variety of proposed significant upgrades to NCAP. The Agency proposes to add four more ADAS technologies to those NHTSA currently recommends. The new technologies are blind spot detection, blind spot intervention, lane keeping support, and pedestrian automatic emergency braking.

For more information, please see the [Regulatory Agenda](#). Additional information regarding NHTSA's Regulatory Agenda can be found at: <https://www.reginfo.gov/public/do/eAgendaMain>

Stakeholder / Congressional Consultations

NHTSA provides briefings and technical assistance for Congressional members and staff on highway safety issues when requested. State, local, and Tribal stakeholder engagement and dialogue play an essential role in the success of the Department's strategic safety initiatives. FHWA, NHTSA, and FMCSA regularly engage with the public and other stakeholders (industry, safety advocates, State and local agencies, advisory committees) to seek feedback about current and future initiatives. These three agencies have also collaborated with the National Safety Council to support the development of a coalition that has brought together more than 1,500 State and local organizations to focus on developing short- and long-term strategies to reduce crashes and fatalities.

Additional Information (FHWA)

Contributing Programs

- Highway Safety Improvement Program (HSIP)
- Safe Streets and Roads for All (SS4A)
- Railway-Highway Grade Crossing Program

Organizations

- FHWA, NHTSA, and FMCSA leadership teams and the Government Affairs Offices
- State, local, and Tribal stakeholders
- American Association of State Highway and Transportation Officials (AASHTO)
- National Safety Council (NSC)

Regulations

- FHWA is proposing updates to the HSIP regulation in 23 CFR Part 924 to reflect current Administration priorities, BIL, and feedback from Departmental and Agency Leadership and stakeholders.
- FHWA is proposing a rulemaking to adjust 23 CFR Part 490, Subpart B to better align target setting, reporting, and progress requirements.
- FHWA may publish a Request For Information, which could lead to a potential rulemaking or guidance for integrating safety into Federal-aid projects.
- For more information, please see the regulatory agenda at <https://www.reginfo.gov/public/do/eAgendaMain>

Program Activities

- FHWA is promoting nine new Proven Safety Countermeasures, which are road design elements that are proven to make roads safer for all users but that are underutilized, including by communicating with stakeholders virtually and in-person.
- FHWA is providing outreach and extensive technical assistance to 15 States and Puerto Rico, which together account for roughly half of nationwide road fatalities, to address the most common types of crashes that result in fatalities – roadway departure crashes, intersection crashes, and pedestrian and bicycle crashes.

Stakeholder / Congressional Consultations

- FHWA regularly engages with the public and other stakeholders (industry, safety advocates, State and local agencies, advisory committees) to seek feedback about current and future initiatives.
- State, local, and Tribal stakeholder engagement and dialogue play an essential role in the success of the Agency's strategic safety initiatives.
- FHWA, NHTSA, and FMCSA collaborated with the National Safety Council to support the development of a coalition that has brought together more than 1,500 State and local organizations to focus on developing short- and long-term strategies to reduce crashes and fatalities.

Additional Information (FMCSA)

Regulations:

- **Rear Guard Impacts Rule Amendment Published 11/9/2021 (effective 12/09/2021).**
FMCSA amended the Federal Motor Carrier Safety Regulations (FMCSRs) to include rear impact guards on the list of items that must be examined as part of the required annual inspection for each commercial motor vehicle (CMV). In addition, the labeling requirements for rear impact guards were also amended and excludes road construction controlled (RCC) horizontal discharge trailers from the rear impact guard requirements, consistent with changes made by the National Highway Traffic Safety Administration (NHTSA) to the corresponding Federal Motor Vehicle Safety Standards (FMVSS).
- **Household Goods Regulations Final Rule (effective June 27, 2022).** FMCSA's Final Rule amends the Transportation of Household Goods regulations to incorporate recommendations from the Household Goods Consumer Protection Working Group (Working Group) contained in the Recommendations to the U.S. Department of Transportation to Improve Household Goods Consumer Education, Simplify and Reduce Paperwork, and Condense FMCSA Publication ESA 03005 (Recommendations Report). The Agency is also making additional minor changes to the Transportation of Household Goods regulations and the Brokers of Property regulations which are intended to increase clarity and consistency. The updates will result in an aggregate reduction in costs for household goods motor carriers and provide clarity for individual shippers.

Additional information regarding FMCSA's Regulatory Agenda can be found at:
<https://www.reginfo.gov/public/do/eAgendaMain>

Stakeholder / Congressional Consultations

FMCSA works closely with its stakeholders through the Agency's two advisory committees, the Motor Carrier Safety Advisory Committee (MCSAC) and the Medical Review Board (MRB). The MCSAC provides advice and recommendations to the FMCSA Administrator on motor carrier safety programs and regulations. The MCSAC comprises up to 25 members appointed by the Secretary for two-year terms and includes representatives of the motor carrier safety advocacy, safety enforcement, industry, and labor communities. More information about the MCSAC is available at <https://www.fmcsa.dot.gov/advisory-committees/mcsac/welcome-fmcsa-mcsac>.

The MRB was established to improve highway safety by providing expert advice on medical standards, guidelines, and research on the medical certification of CMV drivers. The MRB is composed of five non-Federal Government employee members who are appointed by the Secretary of Transportation. More information about the MRB, its membership, upcoming and past meetings and proceedings are available at <https://www.fmcsa.dot.gov/mrb>.

FMCSA leadership provides briefings and technical assistance for Congressional members and staff on safety issues when requested. State, local, and Tribal stakeholder engagement and dialogue play an essential role in the success of the Department's strategic safety initiatives. FMCSA often consults with and coordinates stakeholder and Congressional engagement with FHWA and NHTSA leadership. FMCSA regularly engages with the public and other stakeholders (industry, safety advocates, State and local agencies, advisory committees) to seek feedback about current and future initiatives. FMCSA, in coordination with NHTSA and FHWA, collaborates with the National Safety Council to support the development of a coalition that has brought together more than 1,500 State and local organizations to focus on developing short and long-term strategies to reduce crashes and fatalities.